

APPARATUS FOR CONTROLLING BRUSHLESS MOTOR

BACKGROUND OF THE INVENTION

Field of the Invention:

The present invention relates to an apparatus for controlling a salient-pole DC brushless motor by controlling armature currents of the motor based on a rotor angle thereof which is detected without using a position detection sensor.

Description of the Related Art:

For energizing a DC brushless motor to produce a desired torque, it is necessary to apply voltages to the armatures in suitable phases corresponding to the electric angle of the rotor (hereinafter referred to as "rotor angle") which has magnetic poles. There have been proposed various processes of detecting a rotor angle without using a position detection sensor in order to reduce the cost of the DC brushless motor and a motor control apparatus therefor by way of dispensing with any position detection sensor for detecting the rotor angle.

The inventors of the present application have proposed a rotor angle detector for detecting a rotor angle of a DC brushless motor without using a position detection sensor in an earlier patent application (Japanese patent laid-open publication No. 2002-320398). The disclosed rotor angle detector operates as follows: When

high-frequency voltages are added to drive voltages that are applied to three-phase armatures of a salient-pole DC brushless motor, the rotor angle detector uses a detected value of a current flowing through the first-phase armature, a detected value of a current flowing through the second-phase armature, and high-frequency components depending on the high-frequency voltages to calculate a sine reference value depending on the sine value of a twofold angle which is twice the rotor angle of the DC brushless motor and a cosine reference value depending on the cosine value of the twofold angle. Then, the rotor angle detector calculates the rotor angle of the DC brushless motor using the sine reference value and the cosine reference value which have been calculated.

A motor control apparatus for controlling the DC brushless motor performs a feedback control process on currents flowing through the armatures of the DC brushless motor to determine drive voltages to be applied to the armatures so that detected values of the armature currents (hereinafter referred to as "detected armature currents") will be equalized to predetermined command currents. Because the high-frequency voltages are added to the drive voltages, high-frequency components are added to the detected armature currents.

The motor control apparatus has low-pass filters to remove such high-frequency components from the

detected armature currents. However, if the high-frequency components are not sufficiently removed from the detected armature currents, then the differences between the detected armature currents and the command currents increase due to the high-frequency components added to the detected armature currents, tending to lower the ability of the DC brushless motor to cause its output torque to follow the command currents in the feedback control process.

SUMMARY OF THE INVENTION

It is therefore an object of the present invention to provide an apparatus for controlling a DC brushless motor to reduce adverse effects which armature currents have on a feedback control process when high-frequency voltages for detecting a rotor angle are added to drive voltages of the DC brushless motor.

According to the present invention, there is provided an apparatus for controlling a salient-pole DC brushless motor having armatures in three phases, comprising voltage applying means for applying drive voltages to the armatures, high-frequency adding means for adding high-frequency voltages to the drive voltages, first current detecting means for detecting a current flowing through an armature in a first phase of the armatures in the three phases, second current detecting means for detecting a current flowing through an armature in a

second phase of the armatures in the three phases, reference value extracting means for extracting a sine reference value depending on the sine value of a twofold angle which is twice a rotor angle of the motor and a cosine reference value depending on the cosine value of the two-fold angle, using a first current value detected by the first current detecting means and a second current value detected by the second current detecting means when the high-frequency voltages are added to the drive voltages by the high-frequency adding means, and high-frequency components depending on the high-frequency voltages, rotor angle calculating means for calculating a rotor angle of the motor using the sine reference value and the cosine reference value, three-phase/dq converting means for handling the motor as an equivalent circuit having a q-axis armature disposed on an q-axis in the direction of magnetic fluxes from a rotor of the motor and a d-axis armature disposed on a d-axis which is perpendicular to the q-axis, and calculating a detected q-axis current flowing through the q-axis armature and a detected d-axis current flowing through the d-axis armature based on the rotor angle of the motor which is calculated by the rotor angle calculating means, the first current value, and the second current value, and current control means for determining the drive voltages so that a q-axis reference current produced by passing the detected q-axis current

through a low-pass filter and a d-axis reference current produced by passing the detected d-axis current through a low-pass filter will be equalized to a predetermined q-axis command current and a predetermined d-axis command current, respectively.

According to the present invention, the high-frequency voltages are set so that the direction of a revolving magnetic field generated when the high-frequency voltages are applied to the armatures of the motor and the direction in which the motor is rotated by the drive voltages are opposite to each other.

With the above arrangement, as described in detail later on, since the high-frequency voltages are set so that the direction of a revolving magnetic field generated when the high-frequency voltages are applied to the armatures of the motor and the direction in which the motor is rotated by the drive voltages are opposite to each other, the frequencies of high-frequency currents added to the detected q-axis current and the detected d-axis current which are calculated by the three-phase/dq converting means are higher than if the high-frequency voltages are set so that the direction of a revolving magnetic field generated when the high-frequency voltages are applied to the armatures of the motor and the direction in which the motor is rotated by the drive voltages are the same as each other.

Consequently, the ability of the low-pass filters to attenuate the high-frequency currents added to the detected q-axis current and the detected d-axis current is increased, reducing the difference between the q-axis reference current and the q-axis command current and the difference between the d-axis reference current and the d-axis command current due to the high-frequency currents. Therefore, the ability of the motor to cause its output torque to follow the d-axis command current and the q-axis command current is increased.

According to the present invention, furthermore, the reference value extracting means comprises means for extracting the sine reference value and the cosine reference value respectively according to the following equations (1), (2)

$$V_s = \int_0^{\frac{2\pi}{\omega}} \left\{ \cos 2\omega t \cos(\omega t + \frac{2}{3}\pi) \cdot I_u - \cos 2\omega t \cos \omega t \cdot I_w \right\} dt \quad \cdots (1)$$

$$V_c = - \int_0^{\frac{2\pi}{\omega}} \left\{ \sin 2\omega t \cos(\omega t + \frac{2}{3}\pi) \cdot I_u - \sin 2\omega t \cos \omega t \cdot I_w \right\} dt \quad \cdots (2)$$

where V_s : the sine reference value, V_c : the cosine reference value, I_u : the first current value, I_w : the second current value, and ω : the angular velocity of the high-frequency voltages.

The reference value extracting means can extract the sine reference value (V_s) and the cosine reference value (V_c) from the first current value (I_u), the second current value (I_w), and the angular velocity (ω) of the high-frequency voltages according to the above equations (1), (2). The rotor angle calculating means can then calculate a rotor angle of the motor using the sine reference value (V_s) and the cosine reference value (V_c) thus calculated.

The above and other objects, features, and advantages of the present invention will become apparent from the following description when taken in conjunction with the accompanying drawings which illustrate a preferred embodiment of the present invention by way of example.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a schematic diagram of a DC brushless motor to be controlled by a brushless motor control apparatus according to the present invention; and

FIG. 2 is a block diagram of a motor controller as the brushless motor control apparatus according to the present invention for controlling the DC brushless motor shown in FIG. 1.

DESCRIPTION OF THE PREFERRED EMBODIMENT

As shown in FIG. 2, a motor controller 10, which serves as an apparatus for controlling a DC brush-

less motor according to the present invention), controls currents flowing through armatures 3, 4, 5 of a salient-pole DC brushless motor 1 shown in FIG. 1 according to a feedback control process. The motor controller 10 handles an equivalent circuit that is converted from the DC brushless motor 1 (hereinafter referred to as "motor 1"), the equivalent circuit being of a dq coordinate system having a q-axis armature disposed on an q-axis which is the same as the direction of magnetic fluxes from the field magnetic poles of a rotor 2 and a d-axis armature disposed on a d-axis which is perpendicular to the q-axis.

The motor controller 10 controls the voltages applied to the three-phase armatures of the motor 1 so that a d-axis command current I_{d_c} supplied from an external source as a command value for a current flowing through the d-axis armature (hereinafter referred to as "d-axis current") and a q-axis command current I_{q_c} supplied from the external source as a command value for a current flowing through the q-axis armature (hereinafter referred to as "q-axis current") will be equalized respectively to a detected d-axis current I_{d_s} and a detected q-axis current I_{q_s} which are calculated from detected values of currents actually flowing through the respective three-phase armatures of the motor 1 by a three-phase/dq conversion process.

The motor controller 10 comprises a dq/3-phase converter 20 for converting a command value V_{d_c} for a voltage applied to the d-axis armature (hereinafter referred to as "d-axis voltage") and a command value V_{q_c} for a voltage applied to the q-axis armature (hereinafter referred to as "q-axis voltage") into command values V_{U_c} , V_{V_c} , V_{W_c} for drive voltages applied respectively to the armatures in three phases U, V, W of the motor 1, a high-frequency adding unit 21 (corresponding to a high-frequency adding means according to the present invention) for adding high-frequency voltages v_u , v_v , v_w respectively to the output voltages V_{U_c} , V_{V_c} , V_{W_c} from the dq/3-phase converter 20, and a power drive unit 22 (corresponding to a voltage applying means according to the present invention) for applying voltages V_U , V_V , V_W depending on the voltages V_{U_c} , V_{V_c} , V_{W_c} to which the high-frequency voltages v_u , v_v , v_w have been added, respectively to the armatures in the three phases U, V, W of the motor 1.

The motor controller 10 also comprises a U-phase current sensor 23 (corresponding to a first current detecting means according to the present invention) for detecting a current flowing through the armature in a U-phase (corresponding to a first phase according to the present invention) of the motor 1, a W-phase current sensor 24 (corresponding to a second current detecting means

according to the present invention) for detecting a current flowing through the armature in a W-phase (corresponding to a second phase according to the present invention) of the motor 1, an angle detector 25 for detecting a rotor angle θ (see FIG. 1) of the motor 1 using a current value I_{u_s} detected by the U-phase current sensor 23 and a current value I_{w_s} detected by the W-phase current sensor 24, a three-phase/dq converter 26 (corresponding to a three-phase/dq converting means according to the present invention) for calculating the detected d-axis current I_{d_s} and the detected q-axis current I_{q_s} using the current value I_{u_s} and the current value I_{w_s} , and a noninterference processor 27 for canceling the effects of velocity electromotive forces that interfere with each other between the d-axis and the q-axis.

The motor controller 10 also has a first subtractor 28, a first PI processor 29, a first adder 30, a second subtractor 31, a second PI processor 32, and a second adder 33.

The first subtractor 28 subtracts a d-axis reference current I_{d_r} , which is produced by removing a high-frequency component higher than a predetermined frequency from the detected d-axis current I_{d_s} with a first low-pass filter 40, from the d-axis command current I_{d_c} . The first PI processor 29 performs a PI (Proportional plus Integral) process on the difference produced by the

first subtractor 28. The first adder 30 adds a noninterference component to an output signal from the first PI processor 29, thus generating the command value V_{d_c} for the d-axis voltage depending on the difference between the d-axis command current I_{d_c} and the d-axis reference current I_{d_r} .

Similarly, the second subtractor 31 subtracts a q-axis reference current I_{q_r} , which is produced by removing a high-frequency component higher than a predetermined frequency from the detected q-axis current I_{q_s} with second first low-pass filter 41, from the q-axis command current I_{q_c} . The second PI processor 32 performs a PI process on the difference produced by the second subtractor 31. The second adder 33 adds a noninterference component to an output signal from the second PI processor 32, thus generating the command value V_{q_c} for the q-axis voltage depending on the difference between the q-axis command current I_{q_c} and the q-axis reference current I_{q_r} .

The command value V_{d_c} for the d-axis voltage and the command value V_{q_c} for the q-axis voltage are supplied to the dq/3-phase converter 20. In this manner, the power drive unit 22 applies the three-phase voltages VU, VV, VW to the respective armatures of the motor 1 in order to eliminate the difference between the d-axis command current I_{d_c} and the d-axis reference current I_{d_r} .

and the difference between the q-axis command current I_{q_c} and the q-axis reference current I_{q_r} , for thereby feedback-controlling the currents flowing through the armatures of the motor 1.

The first subtractor 28, the second subtractor 31, the first PI processor 29, the second PI processor 32, the dq/three-phase converter 20, and the power drive unit 22 jointly make up a current control means according to the present invention.

In order for the three-phase/dq converter 26 to calculate the detected d-axis current I_{d_s} and the detected q-axis current I_{q_s} from the current value I_{u_s} detected by the U-phase current sensor 23, the current value I_{w_s} detected by the W-phase current sensor 24, and the rotor angle θ of the motor 1 according to the equations (3), (4) shown below, the motor controller 10 needs to detect the rotor angle θ .

$$i_d = \sqrt{2} \left\{ I_u \cdot \sin\left(\theta + \frac{2}{3}\pi\right) - I_w \cdot \sin\theta \right\} \quad \dots (3)$$

$$i_q = \sqrt{2} \left\{ I_u \cdot \cos\left(\theta + \frac{2}{3}\pi\right) - I_w \cdot \cos\theta \right\} \quad \dots (4)$$

The motor controller 10 detects the rotor angle θ by adding the high-frequency voltages v_u , v_v , v_w (expressed by the equation (5) shown below) output from the high-frequency adding unit 21 respectively to the command values VU_c , VV_c , VW_c for drive voltages applied

respectively to the U, V, W phases, which command values VU_c , VV_c , VW_c are output from the dq/3-phase converter 20 without using a position detection sensor such as a resolver or the like.

$$\begin{bmatrix} vu \\ vv \\ vw \end{bmatrix} = \omega \begin{bmatrix} \sin \omega t \\ \sin(\omega t - \frac{2}{3}\pi) \\ \sin(\omega t - \frac{4}{3}\pi) \end{bmatrix} \quad \dots (5)$$

Specifically, a third adder 34 adds the high-frequency voltage vu to the command value VU_c , a fourth adder 35 adds the high-frequency voltage vv to the command value VV_c , and a fifth adder 36 adds the high-frequency voltage vw to the command value VW_c . The angle detector 25 detects the rotor angle θ using the current value Iu_s which is detected by the U-phase current sensor 23 and the current value Iw_s which is detected by the W-phase current sensor 23 when the high-frequency voltages vu , vv , vw are added. The angle detector 25 performs the functions of a reference value extracting means and a rotor angle calculating means according to the present invention.

The angle detector 25 puts the current value Iu_s detected by the U-phase current sensor 23 and the current value Iw_s detected by the W-phase current sensor

puts an angular velocity ω of the high-frequency voltages vu , vv , vw in the equation (5) added by the high-frequency adding unit 21 into ω in the equations (3), (4), and calculates a sine reference value Vs and a cosine reference value Vc which are twice the rotor angle θ according to the following equations (6), (7):

$$\begin{aligned}
 Vs &= \int_0^{\frac{\pi}{\omega}} \left\{ \cos 2\omega t \cos \left(\omega t + \frac{2}{3}\pi\right) \cdot Iu - \cos 2\omega t \cos \omega t \cdot Iw \right\} dt \\
 &= -K \frac{3\sqrt{3}\Delta I}{2} \int_0^{\frac{\pi}{\omega}} \cos 2\omega t \sin(2\omega t - 2\theta) dt \\
 &\quad + \int_0^{\frac{2\pi}{\omega}} \left[\cos 2\omega t \cdot \cos \left(\omega t + \frac{2}{3}\pi\right) \cdot Iu_{dc} - \cos 2\omega t \cdot \cos \omega t \cdot Iw_{dc} \right] dt \\
 &= -K \frac{3\sqrt{3}\Delta I}{2} \int_0^{\frac{2\pi}{\omega}} \left[\frac{\sin 4\omega t}{2} \cos 2\theta - \frac{1 + \cos 4\omega t}{2} \sin 2\theta \right] dt \\
 &\quad + \int_0^{\frac{2\pi}{\omega}} \left[\frac{\cos(3\omega t + \frac{2}{3}\pi) + \cos(\omega t - \frac{2}{3}\pi)}{2} Iu_{dc} - \frac{\cos 3\omega t + \cos \omega t}{2} Iw_{dc} \right] dt \\
 &= \frac{2\pi}{\omega} K \frac{3\sqrt{3}\Delta I}{4} \sin 2\theta \quad \cdots(6)
 \end{aligned}$$

$$\begin{aligned}
V_C &= \int_0^{\frac{2\pi}{\omega}} \left\{ \cos 2\omega t \cos(\omega t + \frac{2}{3}\pi) \cdot I_u - \sin 2\omega t \cos \omega t \cdot I_w \right\} dt \\
&= K \frac{3\sqrt{3}\Delta l}{2} \int_0^{\frac{\pi}{\omega}} \sin 2\omega t \sin(2\omega t - 2\theta) dt \\
&\quad + \int_0^{\frac{2\pi}{\omega}} \left[\sin 2\omega t \cdot \cos(\omega t + \frac{2}{3}\pi) \cdot I_{uDC} - \sin 2\omega t \cdot \cos \omega t \cdot I_{wDC} \right] dt \\
&= K \frac{3\sqrt{3}\Delta l}{2} \int_0^{\frac{\pi}{\omega}} \left[\frac{1 - \cos 4\omega t}{2} \cos 2\theta - \frac{\sin 4\omega t}{2} \sin 2\theta \right] dt \\
&\quad + \int_0^{\frac{2\pi}{\omega}} \left[\frac{\sin(3\omega t + \frac{2}{3}\pi) + \sin(\omega t - \frac{2}{3}\pi)}{2} I_{uDC} - \frac{\sin 3\omega t + \sin \omega t}{2} I_{wDC} \right] dt \\
&= \frac{2\pi}{\omega} K \frac{3\sqrt{3}\Delta l}{4} \cos 2\theta \quad \cdots (7)
\end{aligned}$$

where I_{uDC} : a DC component of the current flowing through the U-phase armature, and I_{wDC} : a DC component of the current flowing through the W-phase armature.

Sine and cosine components with respect to ωt in the equations (6), (7) correspond to the high-frequency components depending on the added high-frequency voltages according to the present invention. A calculation gain K in the equations (6), (7) is expressed by the following equation (8):

$$K = \frac{1}{2(l-m) \cdot l - \Delta l^2 \left(\frac{3}{2} + 3 \cos \frac{2}{3}\pi \right)} \quad \cdots (8)$$

where l : a DC component of the self-inductance of each of the phases of the motor 1, Δl : a change in the DC compo-

nent l, and m: a DC component of the mutual inductance between the phases of the motor 1.

In the equations (6), (7), an integration period is set to $0 - 2\pi/\omega$ to equalize integrated values with respect to the DC components I_{udc} , I_{wdc} of the currents I_u , I_w to 0. However, if the currents I_u , I_w do not include DC components and are expressed by the equations (9), (10) shown below, then the sine reference value V_s and the cosine reference value V_c can be calculated even with an integration period being set to $0 - \pi/\omega$, according to the following equations (11), (12):

$$I_u = K \left[-(l - m) \cos \omega t - \frac{3\Delta l}{2} \cos(2\theta - \omega t) \right] \quad \cdots (9)$$

$$I_w = K \left[-(l - m) \cos \left(\omega t + \frac{2}{3}\pi \right) - \frac{3\Delta l}{2} \cos \left(2\theta - \omega t + \frac{2}{3}\pi \right) \right] \cdots (10)$$

$$\begin{aligned} V_s &= \int_0^{\frac{\pi}{\omega}} \left\{ \cos 2\omega t \cos \left(\omega t + \frac{2}{3}\pi \right) \cdot I_u - \cos 2\omega t \cos \omega t \cdot I_w \right\} dt \\ &= -K \frac{3\sqrt{3}\Delta l}{2} \int_0^{\frac{\pi}{\omega}} \cos 2\omega t \sin(2\omega t - 2\theta) dt \\ &= -K \frac{3\sqrt{3}\Delta l}{2} \int_0^{\frac{\pi}{\omega}} \cos 2\omega t (\sin 2\omega t \cos 2\theta - \cos 2\omega t \sin 2\theta) dt \\ &= -K \frac{3\sqrt{3}\Delta l}{2} \int_0^{\frac{\pi}{\omega}} \left[\frac{\sin 4\omega t}{2} \cos 2\theta - \frac{1 + \cos 4\omega t}{2} \sin 2\theta \right] dt \\ &= K \frac{3\sqrt{3}\Delta l}{4} \sin 2\theta \end{aligned} \quad \cdots (11)$$

$$\begin{aligned}
V_c &= - \int_0^{\frac{\pi}{\omega}} \left\{ \sin 2\omega t \cos(\omega t + \frac{2}{3}\pi) \cdot I_u - \sin 2\omega t \cos \omega t \cdot I_w \right\} dt \\
&= K \frac{3\sqrt{3}\Delta I}{2} \int_0^{\frac{\pi}{\omega}} \sin 2\omega t \sin(2\omega t - 2\theta) dt \\
&= K \frac{3\sqrt{3}\Delta I}{2} \int_0^{\frac{\pi}{\omega}} \sin 2\omega t (\sin 2\omega t \cos 2\theta - \cos 2\omega t \sin 2\theta) dt \\
&= K \frac{3\sqrt{3}\Delta I}{2} \int_0^{\frac{\pi}{\omega}} \left[\frac{1 - \cos 4\omega t}{2} \cos 2\theta - \frac{\sin 4\omega t}{2} \sin 2\theta \right] dt \\
&= K \frac{3\sqrt{3}\Delta I}{4} \cos 2\theta
\end{aligned} \quad \cdots (12)$$

The rotor angle θ of the motor 1 can be calculated according to the following equation (13) based on the equations (6), (7) or the equations (11), (12):

$$\theta = \frac{1}{2} \tan^{-1} \frac{V_s}{V_c} \quad \cdots (13)$$

The \tan^{-1} function changes largely as the sine reference value V_s and the cosine reference value V_c change. Therefore, when the rotor angle θ of the motor 1 is calculated according to the equation (13), an error in detecting the rotor angle θ may possibly become large due to an error caused in calculating the sine reference value V_s and the cosine reference value V_c .

To avoid the above error, based on the equation (14) shown below, $\Delta\theta$ expressed by the equation (15) shown below may be calculated as phase difference data depending on the phase difference $(\theta - \theta^*)$ between an estimated value θ^* of the rotor angle and an actual value θ

of the rotor angle, and the rotor angle may be calculated according to a follow-up calculation process effected by an observer represented by the equation (16) shown below which is constructed to eliminate the phase difference ($\theta - \hat{\theta}$).

In this case, changes in the gain due to changes in the magnitude ($\sqrt{Vs^2 + Vc^2}$) of the high-frequency components can be suppressed for increased stability in calculating the rotor angle.

$$\begin{aligned}
 Vs \cdot \cos 2\hat{\theta} - Vc \cdot \sin 2\hat{\theta} &= \sqrt{Vs^2 + Vc^2} \sin(2\theta - 2\hat{\theta}) \\
 &\approx \sqrt{Vs^2 + Vc^2} \cdot 2(\theta - \hat{\theta}) \quad (\text{if } (\theta - \hat{\theta}) \approx 0)
 \end{aligned}
 \quad \cdots (14)$$

$$\begin{aligned}
 \Delta\theta = 2(\theta - \hat{\theta}) &= \sin(2\theta - 2\hat{\theta}) \\
 &= \frac{Vs \cdot \cos 2\hat{\theta} - Vc \cdot \sin 2\hat{\theta}}{\sqrt{Vs^2 + Vc^2}}
 \end{aligned}
 \quad \cdots (15)$$

$$\begin{bmatrix} \hat{\theta}(n+1) \\ \hat{\omega}(n+1) \end{bmatrix} = \begin{bmatrix} 1 & \Delta t \\ 0 & 1 \end{bmatrix} \begin{bmatrix} \hat{\theta}(n) \\ \hat{\omega}(n) \end{bmatrix} + \begin{bmatrix} K_1 \\ K_2 \end{bmatrix} \frac{2(\theta(n) - \hat{\theta}(n))}{\sqrt{Vs^2 + Vc^2}} \quad \cdots (16)$$

where $\theta(n)$, $\hat{\theta}(n)$, $\hat{\omega}(n)$ represent actual and estimated values of the rotor angle θ and an estimated value of the angular velocity ω of the rotor 2, respectively, at a certain sampling time n , $\hat{\theta}(n+1)$, $\hat{\omega}(n+1)$ represent an estimated value of the rotor angle θ and an estimated value of the angular velocity ω of the rotor 2, respec-

tively, at a next sampling time $n+1$, Δt represents a sampling period, and K_1 , K_2 represent calculation gains.

If the angle detector 25 has its calculation ability so poor that it poses a problem on the time required to calculate the square root in the equation (15), then the equation (15) may be approximated by the following equation (17):

$$\Delta\theta = 2(\theta - \hat{\theta}) \approx \sin(2\theta - 2\hat{\theta})$$
$$= \begin{cases} \frac{Vs \cdot \cos 2\hat{\theta} - Vc \cdot \sin 2\hat{\theta}}{|Vs|} & (|Vs| > |Vc|) \\ \frac{Vc \cdot \cos 2\hat{\theta} - Vs \cdot \sin 2\hat{\theta}}{|Vc|} & (|Vc| > |Vs|) \end{cases} \dots (17)$$

In the present embodiment, the angle detector 25 integrates the high-frequency components that change with time according to the equations (6), (7), thereby calculating the sine reference value V_s and the cosine reference value V_c which are twice the rotor angle θ . Alternatively, the angle detector 25 may output the sine reference value V_s and the cosine reference value V_c through a low-pass filter.

The three-phase/dq converter 26 carries out the three-phase/dq conversion process according to the following equation (18) based on the fact that the sum of the currents flowing through the respective armatures 3, 4, 5 of the motor 1 is nil:

$$\begin{bmatrix} I_d \\ I_q \end{bmatrix} = \frac{2\sqrt{3}}{3} \begin{bmatrix} \sin\left[\theta + \frac{\pi}{6}\right] \cos\theta \\ \cos\left[\theta + \frac{\pi}{6}\right] - \sin\theta \end{bmatrix} \begin{bmatrix} I_u \\ I_w \end{bmatrix} \quad \cdots (18)$$

When the high-frequency adding unit 21 adds the high-frequency voltages vu, vv, vw respectively to the command values VU_c, VV_c, VW_c for drive voltages applied respectively to the phases U, V, W of the motor 1 respectively through the third adder 34, the fifth adder 35, and the sixth adder 36, the detected d-axis current Id_s and the detected q-axis current Iq_s which are calculated by the three-phase/dq converter 26 include high-frequency currents Id_h, Iq_h expressed by the following equation (19):

$$\begin{aligned} \begin{bmatrix} I_{d_h} \\ I_{q_h} \end{bmatrix} &= \frac{2\sqrt{3}}{3} \begin{bmatrix} \sin\left[\omega t + \frac{\pi}{6}\right] \cos\theta \\ \cos\left[\omega t + \frac{\pi}{6}\right] - \sin\theta \end{bmatrix} \begin{bmatrix} I_{u_h} \\ I_{u_h} \end{bmatrix} \\ &= \frac{2\sqrt{3}}{3} \begin{bmatrix} \sin\left[\omega t + \frac{\pi}{6}\right] \cos\theta \\ \cos\left[\omega t + \frac{\pi}{6}\right] - \sin\theta \end{bmatrix} \begin{bmatrix} \sin(\omega s t + \alpha) \\ \sin(\omega s t + \alpha + \frac{2}{3}\pi) \end{bmatrix} \\ &= \frac{\sqrt{3}}{3} \begin{bmatrix} \sqrt{3} \cos((\omega s - \omega) t + \alpha) \\ \sqrt{3} \sin((\omega s - \omega) t + \alpha) \end{bmatrix} \\ &= \begin{bmatrix} \cos((\omega s - \omega) t + \alpha) \\ \sin((\omega s - \omega) t + \alpha) \end{bmatrix} \quad \cdots (19) \end{aligned}$$

where ω : the angular velocity of the rotor 2, ω_s : the angular velocity of the high-frequency voltages, and α : the lag in phase of the high-frequency currents with respect to the high-frequency voltages.

Depending on whether the direction in which the rotor 2 is rotated (which is reversed depending on the sign of the angular velocity ω) and the direction of the revolving magnetic field (which is reversed depending on the sign of the angular velocity ω_s) generated by the high-frequency voltages v_u , v_v , v_w are different from or the same as each other, the frequencies of the high-frequency currents $I_{d,h}$, $I_{q,h}$ vary as indicated by the following equations (20), (21):

$$|\omega_s - \omega| = |\omega_s| - |\omega| \quad \cdots (20)$$

In this case, the direction in which the rotor 2 rotates and the direction of the revolving magnetic field generated by the high-frequency voltages v_u , v_v , v_w are the same as each other (when the angular velocities ω , ω_s have the same sign).

$$|\omega_s - \omega| = |\omega_s| + |\omega| \quad \cdots (21)$$

In this case, the direction in which the rotor 2 rotates and the direction of the revolving magnetic field generated by the high-frequency voltages v_u , v_v , v_w are different from each other (when the angular velocities ω , ω_s have different signs).

Specifically, the frequencies of the high-frequency currents I_{d_h} , I_{q_h} are higher if the direction in which the rotor 2 rotates and the direction of the revolving magnetic field generated by the high-frequency voltages v_u , v_v , v_w are the same as each other (when the angular velocities ω , ω_s have the same sign) than if the direction in which the rotor 2 rotates and the direction of the revolving magnetic field generated by the high-frequency voltages v_u , v_v , v_w are different from each other (when the angular velocities ω , ω_s have different signs).

The high-frequency adding unit 21 outputs the high-frequency voltages v_u , v_v , v_w to generate a revolving magnetic field in the direction opposite to the direction of rotation of the motor 1. In this manner, the high-frequency current I_{d_h} added to the detected d-axis current I_{d_s} and the high-frequency current I_{q_h} added to the detected q-axis current I_{q_s} by adding the high-frequency voltages v_u , v_v , v_w are reliably removed by the first low-pass filter 40 and the second low-pass filter 41.

The d-axis reference current I_{d_r} produced by removing the high-frequency current I_{d_h} from the detected d-axis current I_{d_s} is input to the first subtractor 28, and the q-axis reference current I_{q_r} produced by removing the high-frequency current I_{q_h} from the de-

ected q-axis current I_{q_s} is input to the second sub-tractor 31.

Therefore, the difference between the d-axis current and the d-axis command current I_{d_c} and the difference between the q-axis current and the q-axis command current I_{q_c} are prevented from increasing due to the high-frequency currents I_{d_h} , I_{q_h} . Thus, the ability of the motor 1 to cause its output torque to follow the d-axis command current I_{d_c} and the q-axis command current I_{q_c} is increased.

If the removal of the high-frequency component from the detected d-axis current I_{d_s} with the first low-pass filter 40 and the removal of the high-frequency component from the detected q-axis current I_{q_s} with the second low-pass filter 41 are insufficient, then the command value V_{d_c} for the d-axis voltage and the command value V_{q_c} for the q-axis voltage are determined in order to eliminate the current differences due to the high-frequency components.

As a result, drive voltages VU, VV, VW including high-frequency voltages for canceling out the high-frequency components are applied to the armatures 3, 4, 5 of the motor 1 through the dq/3-phase converter 20 and the power drive unit 22, making the high-frequency components included in the drive voltages VU, VV, VW different in waveform and phase from the high-frequency components

due to the high-frequency voltages vu, vv, vw added by the high-frequency adding unit 21.

In this case, since the sine reference value Vs and the cosine reference value Vc which are calculated by the angle detector 25 according to the equations (1), (2) differ from the values with respect to the intrinsic high-frequency voltages according to the equation (5), the rotor angle calculated according to the equation (13) suffers a large error.

According to the present invention, the high-frequency adding unit 21 outputs the high-frequency voltages vu, vv, vw to generate a revolving magnetic field in the direction opposite to the direction of rotation of the motor 1 for thereby increasing the frequencies of the high-frequency current Id_h added to the detected d-axis current Id_s and the high-frequency current Iq_h added to the detected q-axis current Iq_s . The first low-pass filter 40 and the second low-pass filter 41 now have an increased ability to attenuate the high-frequency current Id_h and the high-frequency current Iq_h , thus reducing the error in detecting the rotor angle θ .

Although a certain preferred embodiment of the present invention has been shown and described in detail, it should be understood that various changes and modifications may be made therein without departing from the scope of the appended claims.